Form No. 10-306 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
RECEIVED JUN 14 1983
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Going-to-the-Sun Road

AND/OR COMMON

2 LOCATION

STREET & NUMBER
Glacier National Park — N/A NOT FOR PUBLICATION

CITY, TOWN
West Glacier — X VICINITY OF

CONGRESSIONAL DISTRICT
1

STATE	CODE	COUNTY	CODE
Montana	30	Flathead	029
		Glacier	035

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	X PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	N/A IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: *(If applicable)*
National Park Service--Rocky Mountain Region

STREET & NUMBER
655 Parfet, Box 25287

CITY, TOWN — STATE
Denver, Colorado — N/A VICINITY OF — Colorado 80225

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Glacier National Park Headquarters

STREET & NUMBER
N/A

CITY, TOWN — STATE
West Glacier — Montana

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historic Structure Survey
HRA. Historic Resource Study, Glacier National Park

DATE
1980 and 1982 — X FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS
National Park Service--Rocky Mountain Region

CITY, TOWN — STATE
Denver — Colorado

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	X ALTERED	__MOVED DATE_____
X FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Going-to-the-Sun Road, a transmountain road in Glacier National Park, Montana, extends from West Glacier at the park's western entrance to St. Mary on the eastern boundary. The nominated portion of the 48.7-mile-long road begins on the west side of the Continental Divide at the T-junction at the foot of Lake McDonald, beyond Logan Pass on the east side of the Continental Divide to Divide Creek on the eastern park boundary at St. Mary. Since the road into the west entrance is not the original configuration of road, this portion is not included in the nomination. The road follows the east side of Lake McDonald up McDonald Creek Valley following McDonald Creek to the Loop, thence over Logan Pass, through the Hanging Gardens, then skirting the north side of St. Mary Lake to Divide Creek which is the eastern boundary of the park at that point. The road begins on the west side in a dense forest of hemlock, larch, redcedar, and white pine. Cottonwoods and paper birch are interspersed. At Logan Creek, the road begins a 10-mile 6% grade to Logan Pass, elevation 6,649 feet. The two-lane road carved out of the preciptious rock mountainside offers viewers vistas of the Livingstone Range and McDonald Valley. From Logan Creek to Logan Pass the outcrop is the Siyah formation. During construction of the Loop portion, the mantle of the glacial material was scraped away exposing greenish agrillite ledges. Western white pine grows below the timberline. As the road winds down toward St. Mary Lake, which is 10 miles long and from 1/4- to 1-mile in width, the road cuts exposed Appekunny agrillite, the second oldest formation in Glacier National Park goes on down through meadows to the boundary. The two-lane asphalt paved road crosses a number of creeks over stone faced bridges, passes through two tunnels and between a series of stone retaining walls. These are contributing features to Going-to-the-Sun Road. The road also has modern constructed bridges and modern timber rails. These are noncontributing features.

Originally half tunnel or overhand excavation was done at several of the cliff sections. Over the years, snow slides and sections of the rock wall have fallen, causing damage to the rock retaining walls. The popularity of recreation vehicles and trailer usage on the road has caused the additional problems of the vehicles scraping the rock wall. The noncontributing modern timber guard rails which were designed by the Federal Highway Administration, have built in foundations which stabilizes the edge of the road. The rails are removable and they meet present safety standards. The heavy snow buildup on this road requires continual maintenance. The road is usually closed due to snow from mid-October to early June. The road has both concrete sections and bituminous surface. The road and bridges are in fair to good condition.

Logan Creek Bridge — (See on USGS map) Built in the 1920s. the 2-span continous reinforced concrete bridge is 24'8" wide and 59' in length. The reinforced concrete slab deck has an asphalt surface and stone masonry rails, 2'4" in height. The stub abutments and piers are reinforced concrete faced with stone. The spans have stone voussoirs. The bridge is in fair condition and needs some rehabilitation work to provide maximum life for the bridge. The bridge railing does not meet present AASHTO standards.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER	
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION		X Park Development	

SPECIFIC DATES 1921-1933 BUILDER/ARCHITECT National Park Service

STATEMENT OF SIGNIFICANCE

Going-to-the-Sun Road has state and local significance as an engineering feat and for its role in park development. Since the early days of Glacier National Park (established in 1910), the government officials and concessionaires envisioned a transmountain highway linking Glacier's west and east sides. In 1931, the Director of the National Park Service recognized the importance of this road in fulfilling one of the Service's purposes. He wrote in his annual report, "It is one of the outstanding mountain roads in America. Although Glacier will always remain a trail park, the construction of this one highway to its inner wonders is meeting an obligation to the great mass of people who because of age, physical condition, or other reasons would never have an opportunity to enjoy, close at hand, this marvelous mountain park." How a person views the park can be as important as what he sees. Thus, the design and location of park roads must be carefully planned to bring man and his environmnet into harmony.

In 1914, the local community on the west side began pressuring for a road to connect with the east side; an East-West route was established in 1916, but no funds were appropriated. (Logan Pass route)

In 1917, the local community gave up on the National Park Service and they proposed a route over Marias Pass which is south of the park. As late as 1921, the public was against the Going-to-the-Sun Road route. The public felt that the government could not afford two roads and they felt that the Marias Pass route was better. After a series of surveys, which began as early as 1912, attempted to determine the best site for an east-west road, the National Park Service opted for the route along the east side of Lake McDonald. The survey to Logan Pass was completed in 1918, but funds were still not available. In 1919, John E. Lewis, owner of the Lewis Hotel on Lake McDonald, got permission to clear a trail to the hotel. He began cutting 3 1/2 miles of right-of-way and grading 2 miles of road on Glacier's west side. Lewis believed that such action would increase his business at the hotel.[1]

On September 2, 1921, bids were opened for the first formal contracts for what would become the Going-to-the-Sun Road. In that year, the road grade was cleared for approximately 11 miles. By 1922, the road was completed as far as Lewis' Hotel. By 1924, the road was finished to the head of Lake McDonald and Avalanche Creek; the Mt. Cannon section was completed in 1925. Bids were opened each year and different contractors undertook the task of constructing sections of road. In 1925, the National Park Service and the Bureau of Public Roads reached an agreement whereby the Bureau became responsible for engineering and supervision of the construction work. Engineers conferred in Spokane, Washington. codified a procedural approach between the National Park Service

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See continuation sheet)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 177.09 acres

UTM REFERENCES

(See continuation Sheet for UTM's)

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A				B			
C				D			

VERBAL BOUNDARY DESCRIPTION

(See continuation sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
Montana	030	Flathead	029
Montana	030	Glacier	035

11 FORM PREPARED BY

NAME / TITLE
Christine Amos, Alan S. Newell

Revised by: Mary Shivers Culpin
National Park Service
655 Parfet, Box 25287
Denver, Colorado 80225

ORGANIZATION
Historical Research Association

DATE
January 1983

STREET & NUMBER
P.O. Box 7086

TELEPHONE

CITY OR TOWN
Missoula

STATE
Montana 59807

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES ✓ NO ___ NONE ___

Marcella Sherfy Deputy
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is ___National ✓ State ✓ Local.

FEDERAL REPRESENTATIVE SIGNATURE Edwin C. Bearss

TITLE Chief Historian, Division of History DATE 6/14/83

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

for Linda McCulloch DATE 6/16/83
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

GPO 899-214

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West Side Tunnel

(See tunnel mark on USGS map) The tunnel, begun in 1926 and completed in 1928, was cut through on overhanging rock cliff. It is 192' in length, 30' in width from wall to wall, and 18' in height. The top portion is a half circle of 10' radius. The two-land roadway has 3' sidewalks in each side of the roadway. The tunnel was widened and concrete lined in 1968. Two windows extend to the height of the tunnel and each opens onto a wide porch-like shelf of rock on the cliff edge. The windows are approximately 16' wide and 20' high. A stone wall encloses the porch-like shelf. The windows were cut for ventilation and viewing the McDonald Valley and Heaven's Peak. The tunnel's deck material is concrete. The condition of the tunnel is fair.

Haystack Butte Amphitheater Bridge

(See on USGS map) Built in the early 1930s, the single span reinforced concrete bridge is 20' in length and 26' in width. The deck material is reinforced concrete slab with asphalt surface. There are no sidewalks. The rubble masonry railings are 1'3" in height on one side and 2'4" in height on the other side. The reinforced concrete full height abutments are on solid rock and are faced with stones. The bridge is in good condition. The bridge railings do not meet present AASHTO standards.

Triple Arches Bridge

(See on USGS map) Built in the early 1930s, the three-span reinforced concrete filled spandrel arch half bridge is 65' in length and 21' in width. The two-lane bridge has both 1'4" rubble masonry railings and modern timber railings. The three spans are 16'5" in length with 5' rise arches of 11' barrel lengths. The arch barrels support about half of the roadway. The abutments and piers are reinforced concrete faced with rock and on rock foundation. The bridge is in good condition. The masonry railings do not meet present AASHTO standards.

East Side Tunnel

(See tunnel mark on USGS map) Begun in 1931 and completed in 1933, the two-lane tunnel is 395' in length and 22' in width. There are no sidewalks. The tunnel is lined with reinforced concrete. Major reconstruction was done in 1941. The tunnel is in fair to good condition.

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Sun Rift Gorge Bridge (Baring Creek) Built in 1931, the reinforced concrete filled spandrel arch bridge is rock faced. The railings are rubble stone masonry. The bridge is 72' in length and 24' in width with 4' shoulders. A horse trail is on the east side under the bridge. The bridge is in good condition but the railing does not meet current AASHTO standards. This bridge is included in the thematic nomination of Historic Bridges for Montana, submitted by the State of Montana.

Snyder Creek Bridge Built in 1935, the single-span reinforced concrete slab bridge is rock faced. The railings are rubble stone masonry. The bridge is 24' in length, 22' in width with 4' shoulders. The bridge is in good condition but the railings do not meet current AASHTO standards.

Avalanche Creek Bridge Built in 1935, the three-span continuous reinforced concrete slab bridge is rock faced. The railings are rubble stone masonry. The bridge is 59' in length, 24' in width with 4' shoulders. The bridge is in fair condition and the railings do not meet current AASHTO standards.

St. Mary River Bridge Built in 1934, the three-span continuous concrete slab bridge is rock faced. The railings are rubble stone masonry. The bridge is 140' in length, 26' in width with 4' shoulders. The bridge is in good condition, but the railings do not meet current AASHTO standards.

Divide Creek Bridge Built in 1934, the three-span continuous concrete slab bridge is rock faced. The railings are rubble, stone masonry. The length is 53', the width 24' with 6' shoulders. The bridge is in fair-to-good condition and the railings do not meet current AASHTO standards.

Cyclical maintenance will be performed on the road. This work may include the addition of drainage structures and stabilization using modern materials. In order to meet current highway standards, it may be necessary to add modern guard rails to sections of the road.

Several of the enclosed photographs were taken in 1975, however, the condition of the road and its setting has not changed in any appreciable way during the past 8 years.

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and the Bureau, and decided to concentrate funding on the west side. Construction on the west side of the highway continued from 1925 to 1928 when the highway was completed as far as Logan Pass. Construction on the road was halted between 1929 and 1931 and was opened to tourist traffic the summer of 1929.

The National Park Service let contracts for the grading of the final link in the system. This tortuous stretch of road required the boring of tunnels as well as the grading of roads and clearing the right-of-way. As the project neared completion the Bureau of Public Roads also entered witha work-force for maintenance activities. It is estimated that more than 60% of the excavation for the road was through solid rock and 1,919,689 cubic yards of material had to be moved. Twenty-two thousand, three hundred-seventy lineal feet of culvert pipe were laid. The west side tunnel contanined 3,729 cubic yards of solid rock while the east side tunnel contained 6,778 cubic yards of solid rock. This amount had to be removed.

In 1932, the first car traveled over the Going-to-the-Sun Road. On July 15, 1933, U.S. and Canadian dignitaries officially opened the road. The Secretary of the Interior, Harold H. Ickes, writing to Glacier National Park Superintendent E.T. Scoyen, remarked that "It is a magnificant job, perfectly accomplished. Workmen who risked their lives daily on the face of the steep cliffs that had to be conquered to make this modern trail, deserve special honor for their share in the great undertaking."[2] In his annual report for 1933, Scoyen added to this praise by stating that "Glacier National Park is becoming one of the most popular vacation resorts in the United States --with Going-to-the-Sun Highway, as scenic as any in the world, connecting the west and east sides of the Park, it is very probable that visitors will continue to increase in numbers."[3]

Within a year following the opening of the Going-to-the-Sun Road an increase in travel showed in statistics submitted by Scoyen and the National Park Service. The significance of the Going-to-the Sun Road is found not only in the engineering feat which claimed the tribute of Interior Secretary Ickes, but also in the road's identification with the auto tourist. During the 1930s and especially during the post-World War II period, auto traffic to Glacier increased significantly. Concurrently rail traffic to Glacier diminshed in importance. The Going-to-the-Sun Road signifies not only the increase in importance of auto traffic in the park and the accessibility of more of the Park to the public, but also contributed to the changing emphasis on park accommodations. During the late 1940s and early 1950s the large hotels and chalet accommodations figured less in park plans than did the establishment of auto campgrounds. The auto campgrounds as well as the motor lodges were to serve the new auto-traveling public. Thus, the Going-to-the-Sun Road's significance rests not only as an important engineering object, but also as it characterizes the changing nature of tourism in Glacier National Park.

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Included as a part of Number 8 are a series of copies of historic photographs taken during the construction of the road. The original photographs are not available. These photographs with captions reveal the difficulties that faced the builders of the road.[4]

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1. U. S. Department of Interior. Annual Report to the Director of the National Park Service to the Secretary of the Interior for Fiscal Year Ended June 30, 1931, p. 48.

2. HRA, Historic Resource Study, Glacier National Park and Historic Structure Survey, 1980, p. 147.

3. Ibid.

4. U.S. Department of Agriculture Bureau of Public Roads District No. 1. Final Construction Report on Transmountain Highway. West Side Project #287. Glacier National Park. Route No. 1-B, 1-C.

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Final Construction Report on Transmountain Highway. West Side Project #287. Glacier National Park. United States Department of Agriculture. Bureau of Public Roads. District No. 1.

Newell, Alan, Walter, David, and McDonald, James. Historic Resource Study, Glacier National Park and Historic Structures Survey. August, 1980.

Robinson, Donald. Through the Years in Glacier National Park. Glacier National History Association, Inc. May, 1980.

Ruhle, George. The Ruhle Handbook: Roads and Trails of Waterton-Glacier National Parks. Minneapolis, Minnesota: John W. Forney, 1972.

United States Department of Interior Annual Report to the Director of the National Park Service to the Secretary of the Interior for Fiscal Year Ended June 30, 1931.

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		QUAD NAME
A	12 279 440 5378 370	Lake McDonald West, Montana
B	12 287 780 5388 200	Lake McDonald West, Montana
C	12 288 180 5388 720	Lake McDonald East, Montana
D	12 288 640 5389 460	Lake McDonald East, Montana
E	12 289 110 5390 640	Mount Cannon, Montana
F	12 296 730 5400 330	Mount Cannon, Montana
G	12 296 360 5402 340	Mount Cannon, Montana
H	12 294 240 5403 770	Ahern Pass, Montana
I	12 296 710 5403 000	Mount Cannon, Montana
J	12 298 220 5401 830	Logan Pass, Montana
K	12 299 620 5400 560	Logan Pass, Montana
L	12 300 040 5397 070	Logan Pass, Montana
M	12 303 780 5397 490	Logan Pass, Montana
N	12 306 650 5394 440	Logan Pass, Montana
O	12 309 020 5394 750	Rising Sun, Montana
P	12 315 320 5396 550	Rising Sun, Montana
Q	12 318 060 5398 950	Saint Mary, Montana
R	12 321 320 5401 650	Saint Mary, Montana

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VERBAL BOUNDARY DESCRIPTION

The nominated portion of Going-to-the-Sun Road begins at a point 30 feet east of the center of the T-junction on the west side and goes 48.7 miles to the eastern park boundary at the eastern edge of the Divide Creek Bridge. The listed UTMs are plotted on the center of the road. The width of the boundary, however, extends 15 feet on either side of the center of the road. Thus, the nominated portion is 30 feet wide by 48.7 miles long or 177.09 acres. The only variation from the the 30 feet width of the boundary is at the West Side Tunnel where the extended porch-like shelf extends an additional 5 feet. The nominated portion of the 48.7-mile-long road begins on the west side of the Continental Divide at a point 30 feet from the center of the T-junction at the foot of Lake McDonald beyond Logan Pass on the east side of the Continental Divide to the east side of the Divide Creek Bridge on the eastern park boundary at St. Mary. The road follows the east side of Lake Mc Donald up McDonald Creek Valley following McDonald Creek to the Loop, thence over Logan Pass through the Hanging Gardens then skirting the north side of St. Mary Lake to the east side of Divide Creek which is the eastern boundary of the park at that point.

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CONTINUATION SHEET PHOTOGRAPHS ITEM NUMBER PAGE

Photographs of all of the contributing structures, i.e. bridges, will be photographed during the summer of 1983 and will be sent to the National Register of Historic Places as additional documentation.